

## HERO OF SIEGE MAY VISIT CITY

LIEUT. GEN. SIR BADEN-POWELL,  
ORGANIZER OF BOY SCOUTS,  
IS COMING.

Lieut. General Sir Baden-Powell, of the British army, hero of the siege of Mafeking, during the South African war, author of the "Red Book," the Boy Scouts' bible, and organizer of the British Boy Scouts movement, may visit Honolulu this fall on his way to Fiji, New Zealand and Australia, following a visit to the United States, where he will inspect the American Boy Scouts.

Jamie Wilder, who returned from a world tour last week on the Honolulu, became a scout enthusiast while motoring through England and had the good fortune to meet the hero of Mafeking at a dinner party given at the home of the prospective tenth Earl of Sandwich, the house for which the Hawaiian Islands were originally named by Captain Cook, and during a long conversation concerning the scouts the general spoke of his proposed visit to the United States, whereupon Mr. Wilder suggested that his visit extend to Hawaii, where, he assured him, he would be greeted with the Boy Scout salute and accorded all the honors due him.

General Sir Baden-Powell (whose last name is pronounced as though it were spelled "Pole"), replied that he hoped he would be able to come here and that perhaps he would be able to arrange his itinerary that Honolulu could be included.

Every Boy a Scout.

Mr. Wilder states that General Sir Baden-Powell's book on Boy Scouts, commonly referred to throughout the British Isles as the "Red Book," is known almost by heart by every Englishman, Rich and poor, peer and commoner have read it and almost every boy in the kingdom is familiar with its rules and the intent of the work, and nearly every boy is a Scout.

"While we were motoring through England," said he, "we constantly met the Scouts. When we came to a crossroads there stood a Scout and he saluted and gave us information. Forty years ago a boy did not know the name of the next town. Now he is the source of information concerning roads and towns. A high police officer in a town told me that the Scouts now send information to police headquarters and are so thorough that the duties of his constables have become sinecures."

"That is one of the great things about the Scouts. They are to do a good deed every day, even if it is only to chuck a stone off the road or put a banana peel off the sidewalk so that no one will slip upon it. He may let the humane officer know of a case of cruelty to an animal. There are a thousand things he may do and that may be called a good deed. The scout movement teaches him to be independent, resourceful, and gives him knowledge of practical things and how to earn money. I believe the Red Book tells of 101 ways that a boy may make money."

Great for Hawaii.

"I hope that the Governor of this Territory will be the patron of the boy scouts movement in Hawaii, and that he will see that an invitation is extended to General Sir Baden-Powell to come here and organize the scouts. It would be one of the greatest things that could happen to Hawaii if he should come, and I believe he will."

"I have sent for twenty copies of the Red Book, and I intend they shall be read by every member of the University Club, that we should find material for scout masters. This is a broad movement and should be backed and patronized by the best element of the community. I hope to see it organized with patrols from all church denominations and patrols from all races here."

"I hope that Bishop Restarick of the Episcopal Church, Bishop Woolley of the Mormon Church, Bishop Libbert of the Catholic Church, the evangelical churches, the Y. M. C. A. and the schools will go into this thoroughly. There is a grand uplift in this movement for our boys. I am, as you may probably divine, an enthusiast, for I have seen what it is doing for the boys of England and of Russia and Germany and Austria."

Mr. Wilder, while in London, was invested with membership in the Royal Geographic Society, and now has the privilege of appending to his name F. R. G. S. It was a signal honor for the Hawaiian traveler and was one of the proudest moments of his life when the privilege was granted him.

WOULD MATCH

BRYAN AND BAILEY

HOUSTON, Texas, May 3.—In a letter in which he recalls the effect of the famous Douglas-Lincoln debate in greatly changing the destiny of the United States, N. A. Shaw of Texarkana proposes a meeting between Senator J. W. Bailey of Texas and William Jennings Bryan of Nebraska and Texas.

The theme for the debate as suggested by Mr. Shaw would be the tariff. The differences between Senator Bailey and Mr. Bryan are well known, especially on the subject of raw material and in some quarters it is said Mr. Bryan refused to meet Senator Bailey in debate on the subject.

In order to stimulate interest and guarantee the success of the meeting Mr. Shaw offers to bear all expenses of the debate, offering Mr. Bryan every dollar of the "gate receipts."

A popular vote on the question, "Are you in favor of the death penalty?" conducted by a Parisian paper resulted three to one in favor of "yes."

## AMERICAN FLAG ON FOREIGN BUILT SHIPS

FACTS ABOUT REGISTRATION ARE  
NOT GENERALLY KNOWN  
BY MARINERS.

Many shipping men and few Americans are aware of the fact that any American citizen can go before one of our consuls in a foreign port and make affidavit that a certain vessel flying a foreign flag is entirely owned by American citizens and he will immediately receive an American registration and the right to fly the Stars and Stripes, says Robert Dollar in the San Francisco Daily Commercial News.

This is the law adopted by and now in operation on the Philippine Islands. They all fly the flag, but not one steamer has been built in an American yard; all are foreign built. But the rights they enjoy all have a string attached to them, as if one of them comes to this country the vessel and cargo would be seized, or if in ballast, a heavy fine would be imposed.

Section 341 of the consular regulation reads as follows: "The right of citizens of the United States to acquire property in foreign ships has been held to be a natural right independent of statutory law and such property is as much entitled to protection by the United States as any other property of a citizen of the United States."

Section 347—"The privilege of carrying the flag of the United States is under the regulation of congress, and it may have been the intention of that body that it should not be used only by regular documented vessels. No such intention is found in any statute, and as a citizen is not prohibited from purchasing a foreign ship, it is regarded as reasonable and proper that he should be permitted to fly the flag of his country as an indication of ownership and for the due protection of his property. The practice of carrying the flag by such vessels is now established. The right to do so will not be questioned."

Section 348—"It should be understood that foreign-built vessels not registered and enrolled or licensed under the laws of the United States, although wholly owned by citizens thereof, cannot legally import goods, wares, or merchandise from foreign ports and are not allowed in the coastwise trade."

Section 349 provides that "On arrival from a foreign port if laden with merchandise, may with their cargoes be subject to forfeiture." The meaning of this is that a foreign ship owned by foreigners with a cargo in her could enter the United States and deliver the cargo without any discrimination, but if that same vessel had received the right to fly the American flag by virtue of being wholly owned by American citizens, then this same vessel on arrival in an American port would be confiscated with her cargo.

All this looks so unreasonable that it is no wonder that the majority of our people cannot understand our shipping laws. The great mass of our people have heard so much about the subsidy that they think this is the only way to get a merchant marine. Comparatively few know that we can have a merchant marine without its costing our government a cent. All that is necessary is to allow us to buy our ships where we can get them the cheapest and change our navigation laws to permit us to operate them on the same conditions as the other nations of the world who are our competitors and whose shipowners and merchants will go the rest.

And to establish our mail service to all parts of the world, all that is necessary is for our government to pay the same rate for service rendered as other nations.

It is a remarkable fact that we can import from foreign nations any legal merchandise, but a ship is absolutely prohibited. Does any one know why? I have never met any one who could give a reasonable excuse for the shortsighted policy of our government.

OPIMUM SMUGGLER IS

UNABLE TO PAY

Being unable to pay a fine of \$1500 and costs, imposed upon him in the federal court by Judge Clemons yesterday for smuggling opium into the Territory, Albert L. Howard, assistant steward on the Pacific Mail liner Manchuria, is still in jail.

As there seems to be no possibility of the man paying the fine, as he is practically without money, it is supposed that he will serve a certain term of imprisonment. He will then appear before the court, state that he is a pauper and without means to raise the \$1500, whereupon it is probable the fine will be remitted.

In sentencing Howard, who pleaded guilty, Judge Clemons remarked that he did not consider the man belonged to the criminal class, nor did he think he was involved in any systematic attempt to smuggle opium. This fact was shown by the crude methods he adopted.

Howard himself is reported to have said that this was the first time he had ever done anything of the kind and that it would be the last.

Howard's lapse has proved most unfortunate for him in other respects than being imprisoned and fined. It is stated that he was in line for promotion to the next vacant post of steward on one of the Pacific Mail liners. This he has lost as the result of his action.

A. Henry, arrested at the same time as Howard, pleaded not guilty to smuggling opium into the Territory. The date of his trial was not fixed.

CHRONIC DIARRHOEA.

Many sufferers from chronic diarrhoea have obtained prompt relief by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by H. H. Smith & Co., agents for Hawaii.

Thirty-eight per cent of the scales tested in Boston were found incorrect.

## REAL ESTATE TRANSACTIONS.

Entered of Record May 3, 1911.

First Bank of Hilo Ltd to Hilo Bank and Hilo Bank to Hilo Bank Ltd. Rel D

Kahala to Hilo Bank Ltd. Rel D

Kohala to Hilo Bank Ltd. Rel D

Yoshio Kani to Sonaburo Kori. Rel D

Yaku to Sonaburo Kori. Rel D

Yaku to Sonaburo Kori. Rel D

Hilo Sugar Co to County of Hawaii. Rel D

Trent Trust Co Ltd to Lizzie Awa. Rel D

Auntie Kama and her et al to Eliza. Rel D

Elizbeth K. Pili to H. S. Haysashi. Rel D

Isabella Bent Soey of H to Maria. Rel D

A Baptists. Rel D

Trent Trust Co Ltd, Tr. to Mrs. Minnie E. Charles. Rel D

Trent Trust Co Ltd to United States of America. Rel D

Edna L. Parson and her et al to Charles K. Nottley. Rel D

Gustave A. Meyer and her et al to Meta. Rel D

Jose C. Cadima to John Vieira. Rel D

Kehoi and her et al to Mary E. Foster. Rel D

Makakoa and her et al to Mary E. Foster. Rel D

Ching Shee and her et al to Chai Kim. Rel D

Kamakoa (K) to Kailua (K). Rel D

E. Coit Hobron to John M. Sae. Rel D

8 D Henry (widow) to Bathsheba. Rel D

M. Allen. Rel D

Konemoto to Olua Sugar Co Ltd. Rel D

Kwong Yee Soey to Union Loan. Rel D

Henry L. Knaack and her et al to San. Rel D

Aut Port Bent Soey of H. Rel D

Entered of Record May 4, 1911.

Richard W. Spalding et al to Ed. Rel D

Board of Hawaii Evans Assn to. Rel D

Arthur A. Wilder. Rel D

H. Waterhouse Tr Co Ltd to A. A. Rel D

Wilder. Rel D

J. Alfred Magoon and her et al to. Rel D

John F. G. Stokes and her et al to. Rel D

Warren Chamberlain to John F. G. Rel D

Stokes. Rel D

John F. G. Stokes and her et al to. Rel D

Warren Chamberlain. Rel D

John F. G. Stokes and her et al to. Rel D

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## BRINGS AWFUL TALES OF CHINESE FAMINE

TRANSPORT BUFORD RETURNS

FROM TAKING FOODSTUFFS TO

FAMINE SUFFERERS.

SAN FRANCISCO, April 29.—Dis-

tressing tales of the suffering of

the famine victims of China were brought

by the United States army transport

Buford, which returned yesterday from

delivering a cargo of provisions for the

stricken people of the far-away country.

The ghastly scenes that can be wit-

nessed through the vast area affected

by the failure of the crops are beyond

description, say the officers of the trans-

port. Each day takes away a number

of the unfortunate, and the situation

when the Buford left for home was lit-

tle better than it was several months

ago. Whole villages have been wiped

out by starvation, and even on the

streets of the large city of Nanking

people can be seen dropping dead from

the lack of food.

An incident portraying the terrible

condition of affairs was related by Dr.

E. D. Kreamer of the Buford. In com-

pany with Deputy Consul Davis of Nan-

king, the surgeon was walking along the

streets of Chinkiang when they observ-

ed a pitiful band of refugees who had

come down from the interior in hope of

getting food. The doctor procured some

cakes made of flour and beans and be-

gan to pass them out to the hungry

throng. The mob surrounded the two

officials like a pack of wolves, fighting

one another to get to them. The cakes

were scattered about on the pavement

and set upon by the unfortunates, who

devoured every crumb. So persistent

were the sufferers that Dr. Kreamer and

Deputy Davis had to procure the aid of

the police to get safely away.

Capt. W. B. Cray of the Eighth

Infantry, who is quartermaster-captain

of the Buford, said that the 2000 tons

of foodstuffs taken out by the troopship

was but a drop in the bucket, but it was

very thankfully received by the Chinese

officials who are attempting to deal with

the situation.

At Chinkiang, the first stop made by

the Buford, one-quarter of her cargo

of flour, rice, wheat, canned meats, and

salmon was turned over to Maurice S.

Walker, representing the Christian Her-

itage famine relief committee. The food-

stuffs unloaded there were piled on

Chinese junk, and towed by small

launches 100 miles up the canal to

where the Yellow river formerly flowed.

The boats were then hauled through the

locks and towed to the various cities

where relief is being given out. The

balance of the Buford's precious cargo

was discharged at Nanking and Shang-

hai.

Millions of people are affected by the

famine, which was caused by an unusual

downfall of rain last year. The water

remained on the plain until too late for

winter crops to be planted, and the

whole district has been without food

and in many cases without houses to

shelter the people. It is estimated by

the missionaries residing in the district

that there are about 2,000,000 people in

northern Anhui and about 1,000,000

people in northern Kiangsu, starving

for lack of food. The prospect for a

better crop next season is not bright

for the reason that the sufferers have

eaten up the seed. The wheat taken

over by the Buford will be used in lay-

ing out new crops in some sections.

A value containing fifty-six pounds

of dynamite, found under a seat in

the waiting room in the Union station

at St. Louis remained in the lost arti-

cles room until tonight, when city de-

tectives, whose duty it is to inspect all

such parcels, opened the value and

discovered what the contents were.

## DON'T USE ANY MORE SACCHARIN

FORBIDDEN AFTER JULY 1 IN  
TERRITORIES AS ADUL-  
TERANT.

WASHINGTON, April 28.—The secretary of agriculture has today issued a decision, based upon a finding of the referee board of consulting scientific experts, which forbids the use of saccharin in food on and after July 1 next. The decision is under the Food and Drugs Act, and will prohibit the manufacture or sale in the District of Columbia or the Territories of foodstuffs containing saccharin, as well as interstate commerce in such foodstuffs. The finding of the board is the second since its creation and is regarded as a very sweeping, inasmuch as the decision affects more than thirty different classes of foods. Some of the articles affected are soft drinks, sweet pickles, jellies and jams, and in some instances beer. The decision as promulgated is signed by the secretary of the treasury, the secretary of agriculture and the secretary of commerce and labor, in order that the regulations embodied in the decision may be put into effect. The decision follows:

"At the request of the secretary of agriculture, the referee board of consulting scientific experts has conducted an investigation as to the effect on health of the use of saccharin. The investigation has been concluded, and the referee board reports that the continued use of saccharin for a long time in quantities over three-tenths of a gram per day is liable to impair digestion, and that the addition of saccharin as a substitute for cane sugar or other forms of sugar reduces the food value of the sweetened product and hence lowers its quality."

"Saccharin has been used as a substitute for sugar in over thirty classes of foods in which sugar is commonly recognized as a normal and valuable ingredient. If the use of saccharin be continued it is evident that amounts of saccharin may readily be consumed which will, through continual use, produce digestive disturbances. In every food in which saccharin is used some other sweetening agent known to be harmless